Protectorate Development

the message was not sent through the proper channels. There is none of that nonsense. Too often are we in the West inclined to connect the Royal Air Force with destruction and death alone, bombing and rocketing and such-like punitive measures, but the tribesman in the Protectorate does not make that mistake. He is only too well aware of the other side of their work—the humane side—which is the least spectacular and seldom achieves the headlines in the daily papers in this country. The tribesman has seen the doctor arrive by air to tend the wounded and the sick, he has seen sick relatives borne off to hospital and he has seen food dropped from 'planes to the starving people in famine areas, and he does not always forget a kindness.

The most humanising and pacifying influence which any administration can exert is to encourage the construction of roads through previously inaccessible territory, and I was very keen on providing the Protectorate with as many good roads as possible, thereby following the excellent example of my predecessors and that great philanthropist Saiyid Sir Abu Bakr Al Kaff, K.B.E. who, at his own expense, to the tune of more than £1,000,000, constructed the first motor road from the Wadi Hadhramaut to Mukalla, thus linking the Wadi directly with the sea for the first time. Later, a second road was constructed farther to the east with funds provided by the Colonial Development Fund, and in the Western Protectorate the Aden-Dhala road was improved and plans made and funds earmarked to build a road from Aden to Beidha in the Yemen via Abiyan and up the great Audhali escarpment, and to improve the existing Aden-Yemen road through Lahej.

It was one thing to plan a road, to find the money for its construction and carry out the actual work, but it was quite another to ensure the safety of travellers along the new road. A lorry can carry several tons and a camel only three hundred pounds, so that one medium-sized lorry was equivalent to more than a dozen camels. Lorries average 20 miles an hour even on a bad road and can travel continuously day and night, while the camel can only manage 2½ miles an hour, and even less when heavily laden, and has to be given adequate rest. The

is known of the mineral reserves of this region, and most of the local industries are small and primitive. Salt is the chief export of the Colony; tobacco, honey and fish products, of the Protectorates.

The port of Aden is visited regularly by ships from all parts of the world. Within the last few years, the Colony has also become a regional center for air services to Cairo and other cities in the Near East and East Africa. Communications between the Colony and the interior are mainly by roads and caravan trails, supplemented by a coastwise dhow trade. Camels and donkeys are the primary means of transport, but the use of motor vehicles is increasing along the main routes. Roads suitable for motor traffic link Aden Colony with certain population centers in Western Aden Protectorate, and Mukalla with the larger towns of the Hadhramaut and adjacent coastlands. Access to the interior is also provided by military air services. [509]

Food and Nutrition

Aden Colony is a cosmopolitan community, in which a variety of food habits is found among the peoples of different racial and economic groups. With the exception of fish, milk and limited supplies of garden vegetables, all foodstuffs are imported. Undernutrition is prevalent among the poorer inhabitants, and particularly among the transient laborers from the interior.

Food supplies are never abundant in the Protectorate, where cultivation is restricted by the nature of the terrain and the scarcity of water in many areas. Anything which interferes with normal production, such as droughts or an invasion of locusts, may result in local food shortages, often approaching famine conditions. The Hadhramaut was seriously affected during the widespread drought in 1943, and children were evacuated from some of the famine areas to relief camps in Mukalla.

The average Arab diet is simple, while that of the pastoral tribes is almost invari-